

IN THE SPECIFICATION:

Please amend paragraph [0001] of the application as follows:

[0001] The invention concerns an exhaust gas turbocharger for an internal combustion engine ~~of the type described in the precharacterizing portion of Patent Claim 1~~, that is, an exhaust gas turbocharger for an internal combustion engine, with at least one turbine in the exhaust gas flow downstream of the internal combustion engine, wherein the turbine includes at least one flow channel with a radial flow-inlet cross-section, with a flow ring or nozzle ring bordering the radial flow-inlet cross-section, and wherein a variable guide vane arrangement is provided in this area for varying the radial cross-section.

Please amend paragraph [0002] of the application as follows:

[0002] One exhaust gas turbocharger of this type is described for example in German Patent ~~DE 100 29 640 2C~~ DE 100 29 640 C2. Such an exhaust gas turbocharger will be referred to in the following as a turbocharger with variable turbine geometry (VTG-turbocharger). Additional turbochargers with variable turbine geometry are described in DE 100 48 105 A1, DE 43 30 487 C1 as well as DE 196 15 237 C2.

Please amend paragraph [00011] of the application as follows:

[00011] Beginning with the mentioned state of the art it is thus the task of the present invention to further develop an exhaust gas turbocharger with variable turbine geometry such that

it exhibits improved effectiveness. ~~This task is inventively solved by an exhaust gas turbocharger with the characteristics of claim 1.~~ In accordance therewith an exhaust gas turbocharger as known in this art for an internal combustion engine is provided in which however a compensation ring is provided which is designed to be adjustable axially in the direction of the guide vanes. A further task of the invention is comprised therein to improve in particular in the motor braking power during motor braking operation and preferably also charging capacity in the propulsion mode.

Please amend paragraph **[00045]** of the application as follows:

[00045] In accordance with the invention a compensation ring **20** is provided. The compensation ring is located in a recess in the nozzle ring **7** provided specifically therefore. Via a ~~seal~~ sealing element **22**, for example, a piston ring, the compensation ring **20** is sealed against the recess **21** and therewith against the nozzle ring **7**. This ~~sealing arrangement~~ sealing element **22** is comprised in the present illustrated embodiment of two ~~piston rings~~ sealing elements **22** which are provided on the inner diameter and the outer diameter of the compensation ring **20**. These ~~piston rings~~ sealing elements **22** establish in operation in the ideal case a tight connection between compensation ring **20** and nozzle ring **7**, so that it is always ensured that only a small amount of exhaust gas can enter into the area between nozzle ring **7** and compensation ring **20**.